

KENNETH J. WYSOGLAD & ASSOCIATES

SUITE 700

118 SOUTH CLINTON STREET

CHICAGO, ILLINOIS 60661-3681

KENNETH J. WYSOGLAD 441-0404

JOHN F. NEWELL 441-0220

MICHAEL L. SAZDANOFF 441-0333

ROBERT J. PRENDERGAST 441-0444

TELEPHONE

(312) 441-0550

FAX

(312) 850-5668

May 26, 2006

VIA FEDERAL EXPRESS

Administrative Law Judge Dean Jackson
Illinois Commerce Commission
527 E. Capitol Avenue
Springfield, IL 62701

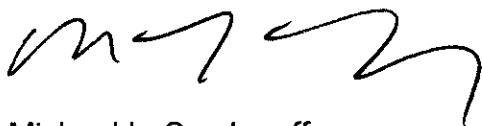
Re: LaSalle County Illinois and City of Streator, Illinois v. BNSF, et al.
Illinois Commerce Commission
Case No. T 04-0069

Dear Administrative Law Judge Jackson:

As discussed at the May 24, 2006 hearing conducted in the above captioned cause, forwarded herewith please find the originals of BNSF Railway Company's marked exhibits numbered 5 through 9 that were admitted into evidence at the aforesaid public hearing.

By separate letter I will forward to Mr. David Lazarides, Director of Processing, for filing on behalf of BNSF, BNSF Railway Company's late filed exhibit No. 10, with copies to all parties.

Very truly yours,



Michael L. Sazdanoff
MLS/ret

Enclosure

cc: Mr. Henry Humphries (w/o enc)
Mr. Troy D. Holland (w/o enc)
Mr. Thomas Benson (w/o enc)

DOCKETED

HA-DJ



Estimate for Construction Management Services

Project: Broadway Street Overpass (DOT #004480C), Streator IL
Division: Chicago
Sub: Chillicothe
Line Seg: 7000
Mile Post: 89.41

Scope: Inspection of demolition, excavation and construction near BNSF main.

Prepared: C.N. Rasmussen
Date: 12/28/2005

Phase I: Demolition of Existing Overpass

Begin:	6/1/2006	End:	6/15/2006	On Site:	100%	10 FTE Days
--------	----------	------	-----------	----------	------	-------------

Phase II: Construction Observation for Bridge

Begin:	6/15/2006	End:	3/1/2008	On Site:	25%	112 FTE Days
--------	-----------	------	----------	----------	-----	--------------

Phase III: Misc. Inspection & Finalization

Begin:	3/1/2008	End:	3/15/2008	On Site:	100%	10 FTE Days
--------	----------	------	-----------	----------	------	-------------

FTE Day = Full Time Equivalent Day (1 person for 10 hours)

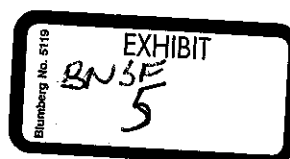
Parameters:	10 hour work day
	NO WEEKEND WORK
	15% Expenses Overhead
	\$90 Loaded Hourly Wage

Project Totals:	FTE Days:	132
	Direct Labor:	\$ 118,000.00
	Expenses:	\$18,000.00
	BNSF Total Est:	\$ 136,000.00 <<<< *

* This is an estimated amount, Agency will pay actual costs

FOR INTERNAL USE ONLY

ESTIMATE, NOT FOR CONTRACT



Inspection Estimate.xls(Streator)
 5/19/2006(8:33 AM)



- 1 -

REQUEST FOR PROPOSAL ON-SITE REPRESENTATIVE SERVICES

Project Name:

The City of Streator, IL is reconstructing the Broadway Street overpass at MP 89.41, Chillicothe Subdivision (Line Segment 7000), DOT #004480C.

The construction will include demolition of the existing structure and replacement of a new overpass at the same location.

Consultant will be responsible to represent BNSF at construction meetings, observe contractor and subcontractors to ensure plans and specifications are being followed, submit invoices to BNSF and meet with BNSF staff as necessary (see page 2 for full task listing).

BNSF Project Contact:

Clyde D. Stack – Manager Engineering
BNSF Railway Company
80- 44th Avenue NE
Minneapolis, MN 55421
Phone (763) 782-3489
Fax (763) 782-3061
Clyde.Stack@BNSF.com

Consultants with questions must submit their questions via email to Clyde.Stack@BNSF.com. The deadline for questions will be **12:00 PM CST on May 11, 2006**. Responses to all questions will be available by **Monday, May 15**.

Due Date of Submission:

All proposals will be due no later than **12:00 PM CST on Thursday, May 18, 2006**. Proposals are requested via email, but will also be accepted by hardcopy (4 copies) to:



- 2 -

Mr. Clyde E. Lobb
Director Strategic Sourcing
BNSF Railway Company
2500 Lou Menk Drive, AOB-1
Fort Worth, TX 76131
Phone: (817) 352-6442
Email: Clyde.Lobb@BNSF.com

Contract:

It is the intent of BNSF to use the response to this Request For Proposal as a basis for the Task Order to be issued under the consultant's annual AGREEMENT FOR ENGINEERING SERVICES.

Schedule:

Although subject to change, the following schedule is currently anticipated.

Selection of Consultant:	May 26, 2006
On-Site Start:	August 1, 2006
New Bridge Complete:	May 1, 2008
Turn Over of Record Documentation and Project Closeout:	May 15, 2008

Submission Requirements:

Please limit your proposal as brief as possible. BNSF is aware of your firm's qualifications and promotional materials or other literature is not requested at this time. Proposals are ideally letter based indicating the proposed project staff, brief understanding of the scope of services, and proposed fee centered around the schedule provided below.

1. **Proposed Project Staff:** The response to this Request For Proposal shall include the necessary engineering disciplines to represent BNSF's interests on this project. Your firm is pre-qualified with BNSF to complete the on-site representation services necessary for this project. It is not necessary to submit qualifications of the firm or resumes of key staff. However, please list the proposed project manager, the resident engineer(s), and key staff members who will be committed to this project, indicating their assignment. If any have not participated on a similar, previous BNSF project, please provide their resumes. Please list any subconsultants, their role on the project, and why you selected them.



- 3 -

2. **Scope Of Services:** On a separate attachment, provide a brief written Scope Of Service on a task by task basis. If selected, this attachment will be used for the preparation of the Task Order to be assigned under consultant's AGREEMENT FOR ENGINEERING SERVICES. The Scope of Services submitted should ideally reflect all services necessary to complete the project.

Consider the following tasks to be completed to BNSF standards:

- A. *Reviewing construction documents and understanding the phases of construction, issues to be resolved during construction, requirements of construction permits, traffic control requirements, erosion control procedures, and the general proceeding of construction through completion of the project.*
 - B. *Understand facility impacts on adjacent property and where problems may arise during and after construction.*
 - C. *Provide resident engineering services under the direction of a licensed Professional Engineer. If project requires, provide adequate number of construction engineers or technicians with experience suitable for monitoring contractor activities for compliance with construction contract.*
 - D. *Attend weekly construction meetings. Monitor contractor compliance with BNSF policies. Provide BNSF with weekly progress reports.*
 - E. *Maintain written documentation of project decisions, correspondence, and notes of all meetings. Additional diaries of critical areas to BNSF should be provided along with photographic data collection.*
 - F. *Monitor erosion control during construction for compliance with plan.*
 - G. *Consultant will follow BNSF safety rules. Contractor Safety Audits will be performed by the consultant and submitted to BNSF each week.*
 - H. *Submission of Weekly Flagging Report signed by ILDOT, BNSF consultant, and BNSF flagger(s).*
3. **Proposed Fee:** In a format similar to that provided below, please prepare your fee on an hourly basis using the proposed project staff in item 1 to complete the on-site representation effort according to the Scope of Services in item 2. Hourly rate should include the actual average wage paid to each category of staff over the life of the project times the multiplier approved in the Agreement for Engineering Services.

Any proposal considered must have a fee structure that is based around the following estimate of effort:



- 4 -

Phase I: Contract Start-Up

Anticipate full-time work (10 hours per day; 5 days per week) for the first two (2) weeks of the project between August 1 and August 15, 2006.

Phase II: Construction Phase

Anticipate being on site approximately one full day (10 hours) per week. This would include attendance at the weekly construction meeting and handling other project duties. During girder placement, anticipate being on-site any time the contractor is working. The estimated duration of this work is two (2) working weeks (at 10 hours each day). Duration is August 15, 2006 through May 1, 2008.

Phase III: Contract Close-Out

Include 10 additional person-days (at 10 hours per day) to account for contract close out, final walk-through, and other contingency work.

BNSF Railway Company expects the consultant to maintain, throughout the project, the integrity of the hourly rates and fee structure proposed.

Office Administration

List Personnel by Category	\$_____ per hour
	Estimated Hours Per Month _____

Field Personnel

Resident Engineer	\$_____ per hour
-------------------	------------------

Construction Engineer	\$_____ per hour
-----------------------	------------------

Construction Technician	\$_____ per hour
-------------------------	------------------

Secretarial/Administration	\$_____ per hour
----------------------------	------------------

Direct Expenses (add to categories as necessary):

Per Diem Per Staff (include meals and motel)	\$_____ per day
--	-----------------

Vehicles	\$_____ per mi or day or mo
----------	-----------------------------

Equipment (list separately)	\$_____ per _____
-----------------------------	-------------------



- 5 -

NOTE: The consultant must maintain locally at minimum one (1) computer capable of accessing the internet, one (1) cellular phone and the ability to send/receive FAX transmissions.

Provide fee format as a table documenting total costs for the duration of the project and a monthly cost for each phase.

Subcontract Services:

Identify services and provider and anticipated cost. Be specific.

Selection Process

BNSF will review the information presented in submission items 1 through 3 above and will select the consultant based on the proposed field and office team that best meets the needs of the project. While the proposed fees will be a determining factor, it will not be considered the sole factor in the selection process. See the following for Selection Criteria which BNSF may use.

Selection Criteria

BNSF intends to select the best-qualified Consultant(s) to perform the required work. Proposals will be evaluated and ranked based on the following criteria:

Key Project Personnel 15 points

Resumes of "Key Personnel" (no more than one page each) should be provided demonstrating the specialized knowledge, experience and skill they would bring to this project. For purposes of evaluation, "Key Personnel" will be those individuals directly and actively involved in performing the work.

Experience and Expertise, as related to the project 15 points

The Consultant's experience on projects of similar type, size and complexity. Representative projects should include a brief description of the project, key personnel that worked on the project and their roles, and point of contact for references. Experience should also demonstrate understanding of BNSF's standards and contract procurement.



- 6 -

Project Management Skills and Organization 15 points

Demonstrated experience and skills in managing projects of this size and nature based on similar previous projects.

Work Plan and Project Approach 10 points

The Consultant's understanding of the complexity of the Project and its approach to completing the tasks specified in the scope of work. When applicable, identify potential design issues and / or conflicts along with possible methods of resolving them to avoid design schedule delays.

Local Knowledge 10 points

The Consultant's understanding of local environmental and permitting procedures and policies, knowledge of any other local projects related to this work, and demonstrated experience with local agencies.

Cost 25 points

Provide a detailed breakdown of cost items including the number of man-hours for each position classification for each work activity, expenses, subconsultant costs, and contingency.

Availability 10 points

The Consultant's ability to provide responsive engineering services considering their organization, scheduling, current and future workload projections and other relevant information about their ability to complete the work in a timely manner. The Consultant's use of in-house staff and subconsultants should be described.

Diversity (DBE) (BONUS) 5 points

Our goal at BNSF is to expand our Diverse Supplier Enterprise base, which includes certified women- and minority-owned, 8a, SDB and HUB zone businesses. If your firm and/or proposed sub consultant meets the criteria for a Diverse Business Enterprise, please provide copy(ies) of DBE certificate(s) with your proposal. If your company or sub consultant meets the criteria for a DBE and has not completed BNSF's supplier verification form, you may do so by accessing our web site (<http://www.bnsf.com>), select the "Suppliers" section and complete our supplier verification form.

END



ENGINEERS
ARCHITECTS
PLANNERS
CONSTRUCTORS

One North Franklin
Suite 500
Chicago, IL 60606
Voice 312.251.3000
Fax 312.251.3015
www.ekcorp.com

May 17, 2006

Mr. Clyde E. Lobb
Strategic Sourcing and Supply
The Burlington Northern & Santa Fe Railway
2500 Lou Menk Drive, AOB-1
Fort Worth, TX 76131,

RE: Construction Management Services
Broadway Street Overpass Reconstruction Project - Streater, IL

Dear Mr. Lobb:

Edwards and Kelcey is pleased to have this opportunity to submit a proposal to BNSF to provide Construction Management services for the Broadway Street Overpass reconstruction project located in Streater, IL. We have carefully reviewed the Request for Proposal and are familiar with the project site. In addition to the basic CM services requested for this project, EK can also provide any additional engineering discipline support that may be required as the project progresses with our local in-house staff.

As always, we pledge to provide the finest in CM services to the BNSF with a dedicated staff assigned to this project. We will maintain excellent communication with the BNSF throughout the project and be ever vigilant to protect the interests of the BNSF while insuring that all activities are performed in accordance with BNSF's safe work practices and requirements.

Upon review of this proposal if you have any questions or require any additional information please contact Bill Schafer at (312) 424-5409. We look forward to continuing service for the BNSF.

Very truly yours,

William L. Schafer
Associate Vice President





Burlington Northern & Santa Fe Railway Company
Construction Engineering Services for
Broadway Street Overpass
Streator, IL

Project Staff

Edwards and Kelcey offers a professional engineering staff with experience and expertise gained from successful completion of similar railroad infrastructure improvement projects. **EK's** Project Manager, Bill Schafer, is a veteran railroad engineer with 32 years of experience managing major railroad construction projects. As a former Railroad Division Engineer, Mr. Schafer, understands railroad construction and construction management, and knows what it takes to successfully complete a major project safely, on schedule and within budget. His additional experience as a consultant brings further understanding of the engineering design process, construction specifications and design criteria, contract bid documents, pay items, change orders, permitting and other components of a major construction project. The ability to effectively communicate the needs and expectations of BNSF with IDOT and county personnel, their consultants, and contractors are the key to ensuring a successful project from the BNSF point of view. Mr. Schafer will ensure that this communication and follow-up action is done efficiently and in the best interest of BNSF. Mr. Schafer will be supported by **EK's** local staff of multi-disciplined professional engineers who will be immediately responsive on an as-needed basis for this project.

Edwards and Kelcey offers a construction management staff with experience and expertise gained from successful completion of similar railroad infrastructure projects.

KEY STAFF

Bill Schafer, Project Manager

Bill Schafer has 32 years of experience in the Railroad industry including planning, engineering, maintenance and construction of freight and passenger mainline and terminal facilities. He is a specialist in integrating railroad operating requirements with facility planning and design. Mr. Schafer has successfully served clients in both the public and private sector managing GEC type "on call" Contracts with Conrail, Union Pacific Railroad, Burlington Northern Santa Fe and Caltrain. Mr. Schafer is an Associate Vice-President in **Edwards and Kelcey's** Rail Division covering the Eastern Half of the United States. He is a member of AREMA Committee 17.

Darrin Beier, PE, Resident Engineer / Constructability / Civil Discipline Support

Mr. Beier has 17 years of construction management experience, many of which have been spent constructing railroad facilities such as bridges, track mainline and sidings, stations, culverts, and maintenance facilities for BNSF, CP Rail, Union Pacific, Wisconsin Central, DM&E, and Illinois Central. Mr. Beier has held positions to include Project Manager for a major mid-west bridge and rail contractor, City Engineer of River Falls, WI and is now the Construction Services Manager for the Chicago **Edwards and Kelcey** office. Mr. Beier is intimately familiar with the BNSF engineering staff needs in how they relate to a consultant construction management team because of past project with BNSF as a contractor. Mr. Beier's construction background as well as his knowledge of project permitting and interaction with governmental agencies will bring this project the extra edge to fully meet and exceed the BNSF's CM needs and requirements. Mr. Beier has been BNSF safety trained numerous times and is fully aware the high regard and seriousness BNSF places on Safety for all involved with projects.



**Burlington Northern & Santa Fe Railway Company
Construction Engineering Services for
Broadway Street Overpass
Streator, IL**

James Wonneberg, Construction Engineer

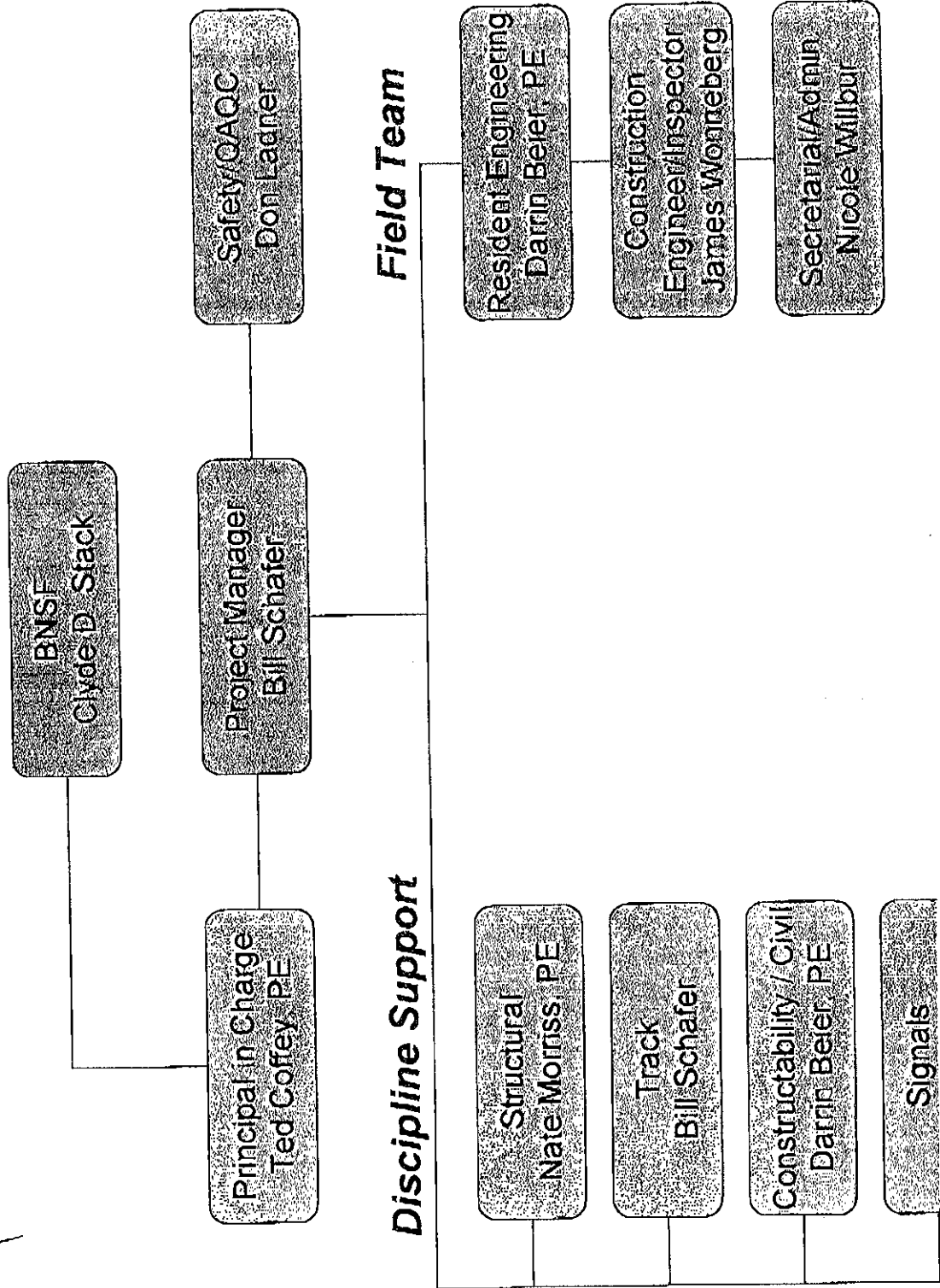
Mr. Wonneberg is a structural engineer who joined **Edwards and Kelcey** in May 2005. Since joining **EK**, he has been a part of the team designing viaduct replacements and rehabilitations for the CTA Purple Line in Evanston, IL, in addition to a number of other design and construction projects. While receiving his undergraduate degree, he worked as an intern at a steel fabricator on structural and miscellaneous steel contracts in the Chicago area. Duties included project management, cost estimate preparation, field measurements, and shop drawing review.

Don Ladner, Safety / QAQC Manager, Track Discipline Support

Mr. Ladner is a senior level manager in the areas of railroad bridge and track design and construction. He has over 32 years of experience in design and construction of track along with design, inspection, maintenance, and construction of railroad bridges and related facilities.

Nate Morriss, PE, Structural Discipline Support

Mr. Morriss has served as Project Manager and Construction Manager for projects involving railroad and highway facilities and bridges. He has developed final contract plan documentation, and has written specifications and structural condition reports. His experience includes both structural design and construction inspection.





Burlington Northern & Santa Fe Railway Company
Construction Engineering Services for
Broadway Street Overpass
Streator, IL

Project Approach

The Burlington Northern and Santa Fe Railway (BNSF) seeks Construction Engineering Services to represent BNSF on the reconstruction of the Broadway Street Overpass (viaduct) at Streator, Illinois at Milepost 89.41 on the Chillicothe Subdivision (DOT #004480C). This Illinois DOT (IDOT) project is located in La Salle County approximately eighty miles southwest of Chicago.

Edwards and Kelcey (EK) is pleased to submit our proposal to provide Construction Engineering and Inspection Services as the BNSF representative on this major grade separation construction project. We are confident with our team's ability to provide BNSF with the construction engineering, inspection expertise, logistics and intimate knowledge of complex bridge construction necessary for the safe and successful completion of this proposed project. Safe, high quality and on-schedule performance will be our main priorities. You will find that the Construction Engineering Team we have assembled for this grade separation project is especially fitted for the unique complexities related to bridge construction staging and phasing, concrete abutment, deck construction techniques, and railroad maintenance of traffic.

Our approach to this project is to be an extension of the BNSF engineering staff. As your field representatives we will perform *Resident Engineering and Inspection* services of the IDOT contractor's activities as it affects the BNSF right-of-way and track structure to ensure that the project is constructed in accordance with the plans and specifications. Our proposal reflects what we believe to be the time required on site only when the construction may affect the BNSF property or operations. We have only included hours for part time Resident Engineering and Inspection but realize this may need to be adjusted during periods when work continuously affects the BNSF operations. We will also ensure that the end product over and around the BNSF right-of-way results in a quality job that will not adversely effect the BNSF operations both in the short and long term. Our goal also is to ensure that the end project creates a long term low maintenance area for BNSF forces. As in all complex grade separation projects, **Edwards and Kelcey** looks forward to safely and efficiently solving the challenges encountered during construction of this highly visible project.

EK's Unique Qualities

The **EK Construction Services** team is especially suited for the Broadway Street Overpass reconstruction project in terms of our intimate knowledge of the BNSF operations and track safety standards as well as our extensive construction experience. Our familiarity with coordination of railroads in construction zones will bring systematic construction phasing to minimize disturbance to the BNSF operations. Our team leaders have many years of experience constructing bridges over/under live railroads. This is described in more detail in Section 1 Project Staff. It should be noted that the strength of our team centers around our Project Manager, Resident Engineer, Construction Inspector and QA/QC Manager.

Bill Schafer has designed, constructed and managed many major railroad grade separation construction projects both during his career with the railroad and as a consultant. His first priority is SAFETY. Bill is an excellent communicator and understands what it takes to manage a successful construction project.



**Burlington Northern & Santa Fe Railway Company
Construction Engineering Services for
Broadway Street Overpass
Streator, IL**

Darrin Beier, our Resident Engineer has many years of field construction experience as a Project Manager with a prominent construction firm as well as many years of railroad related design experience. Darrin will bring to this project the logical common sense approach needed to best represent the BNSF and ensure the interests of the BNSF are not compromised.

Don Ladner will serve as the project Safety & QA/QC Manager. This independent oversight includes quality of work in terms of meeting but not exceeding BNSF's expected service levels as well as QA/QC reviews of the CM staff as it relates to BNSF's safety program and policies. The following is a general overview of the EK QA/QC philosophies:

James Wonneberg is an extremely capable structural engineer with an excellent work ethic. He has been trained in Roadway Worker Protection rules (as have all of EK's staff) has IDOT construction inspection training and has been working on several similar rail/highway construction projects.

QUALITY ASSURANCE/CONTROL PROGRAM

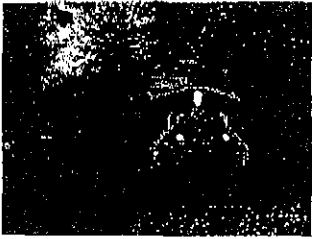
Essentially, quality is continually meeting or exceeding BNSF's expectations. It is management's function to set the standards for quality, which will be conformed to by all EK employees. Conformance to these standards considers the requirements of:

1. the Firm, including organizing and carrying out projects with a well-defined scope of work, an adequate budget, experienced staff, a means of obtaining prompt decisions from the Client and associated professionals, adequate time to perform the work, and including obtaining a reasonable profit;
2. the Client, including having a functionally adequate project, completed safely and on time, within planning, design, construction and life-cycle cost budgets;
3. the Constructor, including having construction documents supplied in sufficient detail to prepare bids or possible change orders and to construct the project as intended, obtaining timely decisions and interpretations, having a reasonable construction schedule, and including obtaining a reasonable profit;
4. the Public, including compliance with laws, regulations, standards, codes and policies related to health, safety, the environment, and public and private property.

Quality Assurance is verifying that quality control procedures are being followed to provide confidence that a product or service will satisfy client requirements.

Quality Control is the planning, doing, checking and correcting of work before releasing it. To achieve quality, the Firm maintains a diverse staff with a high level of technical competency, efficient corporate and project management, financial stability, strong human resources policies and realistic goals.

The overall control and review of work involves oversight responsibilities at various organizational levels. The Firm's oversight roles in achieving quality start with the Project Manager carrying out



**Burlington Northern & Santa Fe Railway Company
Construction Engineering Services for
Broadway Street Overpass
Streator, IL**

a project-specific quality control plan. Discipline Managers then conduct quality assurance assessments of their Project Manager's efforts to verify that quality control procedures are being followed and are effective.

Office Managers are to perform random audits of the quality assurance assessments. Finally, the Quality Program Committee, on a regular basis, reviews each Office Manager's audit efforts to assure that the QA/QC Program Plan are being carried out appropriately.

The QA/QC Program Plan will be reviewed by the Quality Program Committee at any time deemed necessary by the Committee. Written feedback from project oversight efforts including peer reviews, client evaluations and quality assurance assessments will generally be the basis for revisiting the Plan's make-up. Results of the Committee's evaluation will be documented in periodic updates of the Plan and/or QA/QC procedures that will be distributed to Edwards and Kelcey employees.

To ensure Edwards and Kelcey personnel awareness of the firm's Quality Assurance/Quality Control Program Plan, the Firm's Quality Program and Committee members will meet with all managers, including Discipline Managers, distribute copies of the Plan and provide guidance on its application. Discipline Managers will then have meetings with all remaining staff, supply copies of the Plan and explain its use in achieving quality services. For specific projects, following award of a contract, the Project Manager will prepare a unique quality control plan for the project based on criteria provided in the QA/QC Program Plan. At the project kick-off meeting, the quality control plan will be presented to project staff and their roles in its application established. The Project Manager will prepare a review of the meeting and maintain a list of all persons who attended with their identified QC roles. The QA/QC Plan will be posted on the EK Intranet, accessible to all employees on any PC in the company.



Burlington Northern & Santa Fe Railway Company
Construction Engineering Services for
Broadway Street Overpass
Streator, IL

Scope of Services

This section outlines the Scope of Services for performing Construction Engineering Services as an extension of the BNSF Engineering Department for the Broadway Street Overpass reconstruction project in Streator, Illinois. This section is also included as a separate attachment to be used for the preparation of a Task Order assignment under EK's Agreement for Engineering Services with the railroad.

PHASE I - PRE-CONSTRUCTION

TASK A - CONSTRUCTABILITY / PHASING REVIEW

Our CM Team will perform a thorough constructability review of the plans to include possible techniques of construction that might impact the operation or safety of the BNSF Railroad. This includes comparing the phasing presented in the plans and specification to the operations of the BNSF. If warranted, we will suggest alternate construction techniques and phasing alternatives to lessen the impact to BNSF operations and to enhance safety on the railroad. We will take a proactive approach to finding possible problems that may affect BNSF during construction and suggest solutions. The basic review will include examination of plan and specification with comments related to concerns regarding construction phasing, constructability, planned temporary sheeting, planned track impact and shifts, and planned civil work to the site impacting the BNSF right-of-way. Erosion control will also be examined during this review. Additional (Currently Unknown) reviews if directed by BNSF will include a complete alternative review of the temporary sheeting plans and a complete staging alternative review. Also, a complete site and regional signal review may be performed if directed by BNSF (Also Currently Unknown). The EK Team will examine and produce comments related to the permits in place in relation to erosion control, adjacent roadway access, local county and municipal permits, and traffic control permits associated with adjacent highways and roads.

TASK B - IDENTIFY FACILITY IMPACTS

Identify all utility impacts and determine where relocations will be required. Coordinate with local electric, gas, water, sewer and telecommunications companies that have crossings or occupancy within the railroad property. This includes any FOC (Fiber Optic Cable) installations. Review the construction plans to insure that adequate space will be provided to locate and maintain any BNSF facilities such as signal bungalows, signal masts, etc. after the proposed construction is completed. Make sure adequate drainage is provided for future track maintenance conditions.

TASK C - CONTRACTOR SCHEDULE REVIEW

The CM Team will review and comment on the provided Contractor Schedule to determine the reality associated with their stated goals. The key railroad interface dates will be identified, such as cut-ins for the new shoo-fly track alignment, so the appropriate railroad departments may plan their work force assignments. Suggestions will be provided to how construction timelines may be reduced after a complete review of the contractor schedule is performed.



Burlington Northern & Santa Fe Railway Company
Construction Engineering Services for
Broadway Street Overpass
Streator, IL

PHASE II - CONSTRUCTION

TASK D - RESIDENT ENGINEERING

The EK CM Team will provide a qualified (License PE) structural/construction Resident Engineer on site when the BNSF is impacted by the grade separation construction demands. The Resident Engineer (Darrin Beier, PE) will act as extensions of the BNSF Engineering Department. He will inform BNSF at all times of the events when the construction activities impact the BNSF Railroad and its operations. The Resident Engineer will oversee all the construction documentation, inspections to ensure compliance with plans and specifications and Contractor activity as it relates to the BNSF property and operations. The Resident Engineer will regularly be in contact with BNSF Engineering as to the activity of the Contractor. The Resident Engineer will oversee the Construction Engineer who will also be in regular contact with the BNSF Engineer. The Resident Engineer will oversee the contractor activity to ensure that the BNSFs interests and requirements are adhered to during the course of the construction activity. He will ensure adequate staff to monitor the contractor activity during peak activity. The oversight of the IDOT Contractor's activity as it relates to the provided plans and specifications on behalf of the BNSF interests will be the responsibility of the Resident Engineer. The Resident Engineer will attend the weekly progress meetings, coordinate minutes and report results and updates to the BNSF Engineer.

TASK E - CONSTRUCTION ENGINEERING

Our CM Team will provide an on-site field Construction Engineer to assist the Resident Engineer and to provide services that require a more day to day need. This individual will report to the Resident Engineer and will also have direct contact with the BNSF Engineer and BNSF Operations. When on site the Construction Engineer will attend the daily safety briefings held by the Contractor. He will also monitor the Contractor's daily activity to ensure compliance with BNSF safety policies and report finding to the BNSF Engineer. If construction activities dictate, additional construction engineers and/or technicians will be provided to adequately meet the demands of the project.

The following is a detailed list of tasks the Resident Engineer and Construction Engineer will be responsible to perform;

- Perform drawing/specification review prior to bids
- Construction document control as it relates to BNSF
- Log and filing system development and management as related to BNSF
- Maintain daily log of construction activity
- Periodic review maintenance of traffic management
- Review of the shop drawings and submittals as related to BNSF
- Coordinate Contractor weekly schedule with BNSF Operations
- Assist in public relations
- Review of Contractor's percent work complete and processing of monthly pay requests
- Attend construction progress meetings



**Burlington Northern & Santa Fe Railway Company
Construction Engineering Services for
Broadway Street Overpass
Streator, IL**

- Record and report the results of materials testing as related to BNSF
- Review analysis of Contractor's schedule
- Coordinating and responding to RFIs as related to BNSF
- Periodic review of erosion control measures associated with BNSF property
- Coordination with utilities that impact BNSF operation
- Validation and negotiation of change orders as related to BNSF
- Assist in resolution of design/coordination issues
- Preparation of project closeout documents
- Review of all As-Builts
- Oversight of all punch list work and warranty information associated with BNSF
- Coordinate final project close-out
- Prepare final project report

TASK F – SAFETY ORIENTATIONS

EK's Safety Manager will conduct one initial and one follow-up contractor orientation training session associated with the BNSF Safety Program. This will be attended by all workers, Agency staff, and EK staff that may be present on or around the BNSF property during the duration of the project. The EK CM Team will follow BNSF Safety rules and will be properly trained in such. Our Safety Manager will conduct periodic audits to ensure the CM Team and the contractor is following the BNSF safety rules and policies.

TASK G – DISCIPLINE SUPPORT (AS NEEDED)

The EK CM Team will be supported by EK's professional engineering staff as questions and/or issues may arise during the project in the following disciplines:

- Safety QA/QC
- Structural
- Track
- Constructability and Civil
- Signals

TASK H – PERFORMANCE QA/QC

The EK QA/QC Manager will conduct periodic audits related to the performance of our CM staff. He will consult with the BNSF Engineer and review documents associated with field reporting and recording. Results of this audit will be presented to the BNSF Engineer.



Burlington Northern & Santa Fe Railway Company
Construction Engineering Services for
Broadway Street Overpass
Streator, IL

Estimate of Hours

On the following spreadsheet is **EK's** Estimate of Hours to provide Construction Management Services for the project. As is the case for most grade separation type construction projects it is difficult to measure exactly how much time will be required on the project site at the beginning of the project. From past experience, our oversight and construction management services will not be required on a full time basis. However, the interests of the BNSF must be protected and **EK's** RE and CE will be dedicated to covering this project as their first priority.

As previously stated **EK's** Construction Management Services will be provided whenever necessary to protect the interests of the BNSF during this project. Our initial estimate is based on the following conditions;

- The Resident Engineer will be on site a minimum of every other week. During peak construction activity involving the railroad the RE may need to be on site for the entire week.
- The Construction Engineer will be on site one full (10 hour) day per week. During peak construction activity involving the railroad the CE may need to be on site continuous for a week or two in duration.
- **EK's** Project Manager and Safety/QAQC Manager will visit the site periodically to monitor work activities and perform audits.
- The administration/document control function is estimated at eight hours of effort per month.

Any additional engineering discipline support will be proposed and submitted to the BNSF manager and his approval will be obtained before any costs are incurred by the consultant.

BNSF BROADWAY STREET OVERPASS - STREATOR, IL

	Estimate of Hours *					Task Total
	PM	Safety QA/QC	RE	CE	Admin & Doc. Control	
Task A - Constructability/Phasing Review	8	8	8			24
Task B - Identify Facility Impacts	8		4			12
Task C - Contractor Schedule Review	8	8	4			20
Task D - Resident Engineer			144 (1)		176	320
Task E - Construction Engineer				1040 (2)		1040
Task F - Safety Orientations	8	16	8			32
Task G - Discipline Support (3)						0
Task H - Performance QA/QC	8	8	8			24
Total Estimated Hours						1472

Notes:

*Estimate is based on a 22 month construction schedule - 08/01/06 to 05/15/08

(1) = RE based on 1 day site visit every other week.

(2) = CE based on 1 day on site per week plus 2 wks full time during start-up & 2 wks full time during girder placement

(3) Discipline Support - Provided on as needed basis.



**Burlington Northern & Santa Fe Railway Company
Construction Engineering Services for
Broadway Street Overpass
Streator, IL**

Project Schedule

Edwards and Kelcey understands the project schedule is expected to begin on August 1, 2006, and is estimated to be completed by May 15, 2008 as far as work involving the BNSF is concerned. This twenty-two (22) month period is what **EK** used to base their staffing requirements and fee proposal.

EK is prepared to commit as much staff as will be required in order to provide the most efficient level of responsiveness to the contractor so the project meets and/or exceeds the project schedule. The overall project delivery procedures will need to be discussed between all of the stakeholders and their representatives at the initial project meeting. Basically, everything begins with establishing open channels of communication between all parties. This includes prompt responsiveness to contractor SSWP's (Site Specific Work Plans) and the flexibility to adjust certain work tasks should the conditions dictate.

From day one everyone needs to be clear on the Safety requirements that must be met to perform work on and around BNSF tracks. **EK** will enforce these requirements throughout the project. The scheduling of BNSF flagmen will be coordinated with the proper BNSF party. At all times **EK** will communicate to BNSF's project manager as well as other BNSF engineering and transportation officials.



Burlington Northern & Santa Fe Railway Company
Construction Engineering Services for
Broadway Street Overpass
Streator, IL

Proposed Fee

Edwards and Kelcey is pleased to submit this Fee Proposal to the BNSF to provide Construction Management services for the reconstruction of the Broadway Street Overpass at Streator, Illinois. These services will be provided under the terms and conditions of our current Engineering Services agreement. Following is our Hourly Rates and Fee Structure as well as an estimate of one month's total office and field expense for this project. This Fee Proposal is good for a period of 180 days from its submission date of May 17, 2006.

BNSF BROADWAY STREET OVERPASS - STREATOR, IL

Hourly Rates and Fee Structure

Office Administration	Hourly Rate (1)	Person Hours (2)	Estimated Cost
Administration Support	\$ 50.00	88	\$ 4,400.00
Document Control	\$ 50.00	88	\$ 4,400.00
Field Personnel			
Project Manager	\$ 165.00	40	\$ 6,600.00
Safety - QA/QC Mgr.	\$ 120.00	40	\$ 4,800.00
Resident Engineer	\$ 100.00	176	\$ 17,600.00
Construction Engineer	\$ 65.00	1040	\$ 67,600.00
Construction Technician	\$ 50.00	As Needed	\$ -
Discipline Engineer	\$ 100.00	As Needed	\$ -
		1472	
		Total Labor:	\$ 105,400.00
Direct Expenses			
Per Diem Staff	\$ 10.00 per day	98 days	\$ 980.00
(Includes Meals & Motel)			
Vehicles	\$ 40.00 per day	98 days	\$ 3,920.00
		Total Expenses:	\$ 4,900.00
		Grand Total:	\$ 110,300.00

Notes:

(1) = Hourly Rate Shown includes labor multiplier plus fee.

(2) = Based on 22 mos. Construction schedule - 08/01/06 to 05/15/08

BNS
Estima

|

Offi

|

|

Cons
Constr
